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By WV NARA Date 9/4/61

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AIR INTELLIGENCE INFORMATION REPORT

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KHAMMERJU 49 F-6
PLACE AAF CHART NO FN EVAL IN CODE NO

ARKHANGELSKAYA OBLAST Urban Area Information on KHAMMERJU (TAB 1)
POLITICAL LOCATION DESCRIPTIVE NAME

NORTHWEST
SOVIET ECON REGION PROPER NAME IMENI MN & NO

September 1952 EBERHARDT, Werner 12 January 1954
DATE OF INFO SOURCE DATE OF INTERVIEW

PREAMBLE: While SOURCE was interned in convict camp # 9 at VORKUTA (6730N/6400E) from August 1949 to July 1953, he was in charge of the camp pharmacy. In connection with this job SOURCE had to make a trip to the vicinity of the town of KHAMMERJU (appr. 6842N/6130E) in September 1952. In the course of this trip SOURCE entered the airfield (Refer to Report 49-DO3-109/10) located three (3) to four (4) km south of KHAMMERJU. The following information is based on observations SOURCE made while being on this airfield and on conversations with Russian laborers.

I. GENERAL STATEMENT OF IMPORTANCE:

The town of KHAMMERJU was located at the southern point of the KOROTAIKHA River mouth area. The town extended approximately four (4) km along the northeast river bank and approximately two (2) km along the southwest river bank. The individual houses of the town were arranged in one row along both sides of a street. SOURCE learned from Russian laborers that the construction of the town was started in late 1951 or early 1952. In September 1951 the inhabitants comprised approximately 20000 free laborers and 5000 convict laborers. Approximately twenty (20) loam houses of the so called KOMI Nomads were located within the southwest section of the town of KHAMMERJU. The surrounding area of the town was a slightly undulating and steppe-like terrain. The soil was frozen all year around up to a depth of approximately 1.5 m. No information was available concerning electricity and water supply in the town.

II. LIST OF INSTALLATIONS AND POINTS OF INTEREST:

Reference is made to Inclosure 1, this Report, SOURCE's memory location sketch of KHAMMERJU, with an overlay of the World Aeronautical Chart (49) PAY-KHOY Range, Scale 1 : 1000000, on which SOURCE located the following points:

Point 1. STREET. This street extended along both sides of the KOROTAIKHA River mouth area at a distance of approximately 200 to 300 m and was approximately five (5) to six (6) km long. No details concerning the condition of the street and its construction data were available by SOURCE.

Point 2. ROAD BRIDGE. This road bridge spanned the KOROTAIKHA River at a point located directly southeast of the southeast corner of the KOROTAIKHA River mouth area. It was a not further identified wooden structure, approximately thirty (30) to forty (40) m long, width unknown. This road bridge carried the above mentioned main street (refer to Point, 1, this Report).

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Point 3. LABORER SETTLEMENT. This laborer settlement was located within the southwestern section of the town. The individual dwellings consisted of single story wooden structures, approximately 100 x 9 x 4 m. An undetermined number of windows were arranged along the longitudinal walls of the buildings. The individual barracks contained approximately sixty (60) to eighty (80) rooms. The entire settlement comprised approximately one hundred (100) dwellings of the afore mentioned type accommodating approximately 20000 laborers. These laborers were engaged in the construction of new roads and a new RR line (not further identified) and in coal mines.

Point 4. CONVICT LABORER CAMP. It was located approximately two (2) km southwest of the KOROTAIKHA River mouth. It comprised an undetermined number of wooden barracks. Approximately 3000 Russian convict laborers were interned in this camp.

Point 5. COAL MINE. SOURCE stated that it was the first operational mine. SOURCE heard from Russian laborers that coal disposits were discovered by Professor STADTNIKOFF in 1951 or 1952. The coal within this KHAMMERJU area was of a high quality and also qualified for chemical purposes.

Point 6. AIRFIELD. Refer to Report 49-DO3-109/10-0154.

John B. Adams
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1 Inclosure:

SOURCE's Memory Location Sketch with an overlay
of the World Aeronautical Chart (49), PAY-KROY RANGE

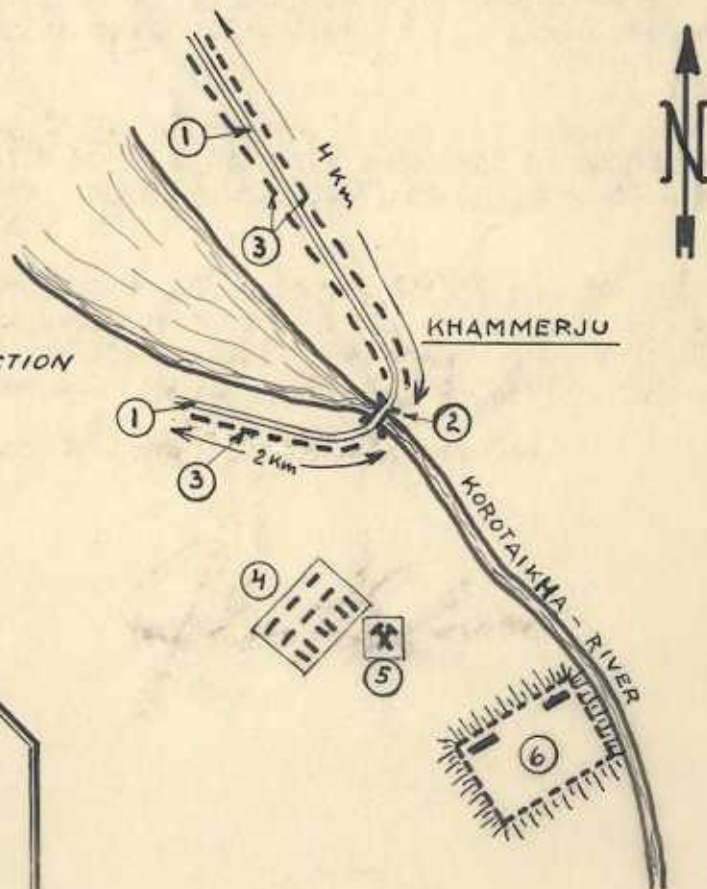
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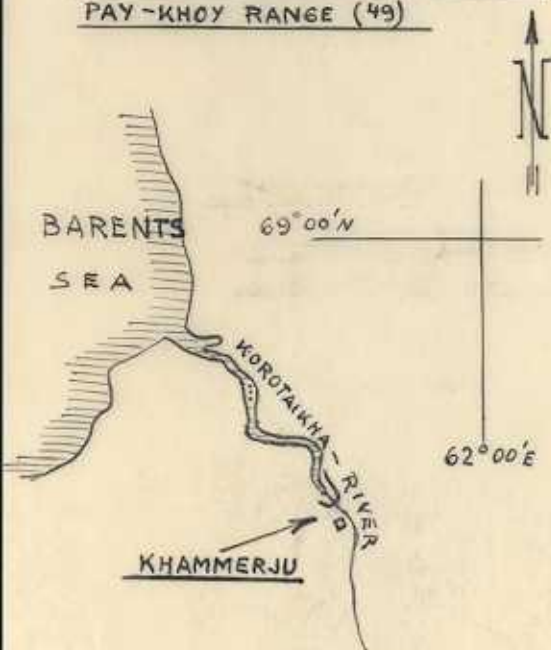
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KHAMMERJU (68°42'N/61°30'E)**SOURCE'S MEMORY LOCATION SKETCH (UNRETOUCHED)****LEGEND**

- ① STREET
- ② ROAD BRIDGE
- ③ LABORER SETTLEMENT
- ④ CONVICT CAMP
- ⑤ COAL MINE
- ⑥ AIRFIELD UNDER CONSTRUCTION

**OVERLAY**

TO WORLD AERONAUTICAL CHART
PAY-KHOY RANGE (49)



INCL. # 1

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KHAMMERJU	49	F-6	
PLACE	AAF CHART NO	FN	IN CODE NO
ARKHANGELSKAYA OBLAST	Air Field under Construction at KHAMMERJU		
POLITICAL LOCATION	DESCRIPTIVE NAME	TAB 1 & 17	
NORTHWEST			
SOVIET ECON REGION	PROPER NAME	IMENI	MN & NO
September 1952	EBERHARDT, Werner	12 January 1954	
DATE OF INFO	SOURCE	DATE OF INTERVIEW	

PREAMBLE: SOURCE was interned in convict camp No. 9 at VORKUTA (67 30N/64 00E) from August 1949 to July 1953. During this time he was in charge of the camp pharmacy. In September 1952 he was sent to KHAMMERJU (Approximately 68 42N/61 30E) (Refer to Report # 49-DO3-109/9-0154) in order to take some medicine to this town. On this occasion he observed subject airfield South of KHAMMERJU.

I. BASIC AIRFIELD INFORMATION:

SOURCE did not recall the name of this airfield. Reference is made to Point 6, Inclosure 1, Report # 49-DO3-109/9-0154, SOURCE'S memory location sketch of KHAMMERJU, on which SOURCE located subject airfield under construction.

II. LOCATION:

The airfield was located South of KHAMMERJU at a point which was located approximately four (4) to five (5) km from where the KOROTAYKA River flowed into the KOROTAYKA Bay. It was located on an elevated area. No further prominent landmarks were observed by SOURCE.

III. DIMENSIONS:

SOURCE estimated the airfield to be approximately 1.5 by 1 km. There were no indications that this field was to be enlarged since it covered the whole elevated area.

IV. SKETCHES:

SOURCE was unable to draw memory sketches.

V. RUNWAYS AND SURFACE:

SOURCE stated that in September 1952 the airfield had no runways. The surface of subject field was covered with grass. No further details were observed.

VI. AIRCRAFT DISPERSAL POINTS:

None observed.

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VII. CONSTRUCTION AND IMPROVEMENT:

SOURCE stated that the difference in elevation between the top of the elevated area and the surrounding terrain was approximately twenty (20) meters. The slopes of the elevated area descended in a gradient angle of approximately twenty-five (25) to thirty (30) degrees. To avoid a sliding of the slopes concrete bases, approximately two (2) meters square, spaced approximately six (6) meters apart, were arranged around the slopes. The individual concrete bases extended approximately 5.5 meters in depth and 0.5 meter above the ground level. SOURCE learned from Russian laborers that the soil was frozen throughout the year at a depth of approximately three (3) meters. SOURCE further learned from Russian laborers that the construction of a runway was projected but not started in September 1952 when SOURCE observed subject field. No further construction activity was observed.

VIII. OBSTRUCTIONS:

Not recalled

IX. TECHNICAL FACILITIES:

None observed.

X. SUPPLY:

None observed.

XI. BUILDINGS:

An undetermined number of single story wooden barracks, approximately fifty (50) meters long, were located in the Northeast and the Northwest side of subject airfield. No further details were observed.

XII. TRANSPORTATION FACILITIES:

SOURCE stated that only a cross country dirt road, approximately six (6) meters wide, unpaved, extended from subject field to the town of KHAMMERJU. He learned from Russian laborers that the construction of an RR line, extending to VORKUTA, was planned in the near future. No further informations.

XIII. ADMINISTRATION AND PERSONNEL:

None observed.

XIV. METEOROLOGICAL FACTORS:

SOURCE observed subject site only once in September 1952. At this date the weather was clear. Temperatures of approximately five (5) to eight (8) degrees above Zero were observed. (Centigrade). No further informations were available.

XV. DEFENSE INSTALLATIONS AND PRACTICES:

None observed.

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XVI. AIRCRAFT:

None observed.

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